

CALIFORNIA BRT PROJECTS

FACT SHEET

Transit Operator: Alameda-Contra Costa Transit District (AC Transit)
Contact: Jon Twichell, AC Transit, Phone: 510.891.4801
Project Name: International-Telegraph Ave Rapid Bus and BRT
Project Location: Berkeley through Oakland to San Leandro, CA
Status: Rapid Bus phase is being implemented; BRT is in planning stage

Project Summary Population served Area served Current passengers /day Length of corridor	The agencies second trunk route to receive Rapid Bus service. The agency plans to implement similar service on all of its trunk routes. On this corridor the agency plans to implement full BRT. 200,000 Berkeley, Oakland, San Leandro 35,000 in corridor 17.36 miles	
Timeline / Phasing	June 2005: Operational changes in corridor June 2006: Fully implemented Rapid Bus 2009: BRT	
Funding Total cost Capital cost per mile Funding source(s)	\$200 million for BRT \$11 million / mile BRT For Rapid Bus: TFCA, Measure B and Regional Measure 2 For BRT: Alameda County Transportation Improvement Authority Measure B (\$23million), Regional Measure 2 (\$65 million in capital and \$3 million/year operation), Uptown Oakland redevelopment, Telegraph Avenue streetscape project, Downtown Berkeley Transit Center plan, Berkeley Southside plan, San Leandro South Area plan and redevelopment	
Coordinated with other projects	Rapid Bus coordinated with ACCMA SMART Corridor Project BRT coordinated with City of Oakland Neighborhood Commercial Revitalization program	
System Elements		
Running Ways ROW restriction Running way marking Guidance technology Type of Grade crossing	<i>Rapid Bus:</i> Mixed traffic on 2x2 arterial None None At grade	<i>BRT:</i> Bus only lane on arterial with some mized flow Painting, striping, mountable curve yes At grade
Stations # of stations in system Type Average station spacing Platform length Passing capabilities	35 Mostly far side with shelters or kiosks 0.51 miles One articulated bus (60 foot) In mixed traffic for Rapid; for BRT no need on bus only lane;	

Amenities	NextBus, schedule, map, bench, trash bin, lighting,	
Vehicles # of vehicles Low floor Capacity # of door Door use policy Propulsion system	19 + 4 spares Full low floor 60-foot articulated Van Hool 4 doors Encourage back door alighting, wheelchair lift at middle door Diesel	
Fare Collection Collection process ITS technology Payment methods Fare structure	<i>Rapid Bus:</i> Pay at entry APC Cash, card, passes Flat	<i>BRT:</i> Proof of payment APC Cash, card, passes Flat
Service and Operation Policies Route structure Hours of operation Service frequency Schedule vs. headway based	<i>Rapid Bus:</i> Single route 6:00 AM – 7:00 PM M - F 8:00 AM – 6:30 PM Weekends 10 minutes Headway based	<i>BRT:</i> Single Route 5 minutes Headway based
Identity / marketing	Unique bus pole, enhanced stations, dedicated fleet, logo	
ITS Features <i>Vehicle priority:</i> Signal coordination Signal priority <i>Vehicle location:</i> AVL <i>Vehicle guidance technology</i> Driver assistance techn. <i>Passenger information:</i> At station/ on vehicle Next Bus technology <i>Support technology:</i> Communication APC Data management	Yes Green extension, Opticom GPS based No No At shelters and kiosks Yes Yes, radio Yes HASTUS/Orbits system	Yes Green extension, Opticom GPS based Electronic guidance No At shelters and kiosks Yes Yes, radio Yes HASTUS/Orbits system
Interfaces with State Highway System (SHS)	Will run partly on SR 185 Various agreements are in place guiding cooperation between the State and Alameda County Congestion Management Agency: <ul style="list-style-type: none"> Agreement for Ownership, Operations, and Maintenance of SMART Corridors which is one unified agreement (Joint Powers Agreement) executed by all stakeholders (including AC Transit and Caltrans). SMART Corridor Cooperative agreement for Design, Construction and Administration: These are one-to-one agreement between CMA and all jurisdictions in the Alameda and Contra Costa Counties allowing CMA to work in their ROW. There was no agreement with AC Transit on this item, but there is one with Caltrans. 	

